

CITYVIEW

City of Hamilton Planning and Development Department

1996

TRAVEL BY ROAD

People travel by many different means and for different purposes, such as work, shopping and recreation. The way in which we travel is very much related to the shape of our community. Roads, pathways and rail lines shape the City by creating linkages and boundaries, and accentuating focal points.





This brochure, the first of two on transportation, deals with roads and travel by automobile, truck, and related issues. The second brochure, Transit and Other Forms of Travel, looks at bus transit, walking, cycling, rail, air, and other ways of getting around.

Travel by Road Dominates Other Forms

Like it or not, travel by road, and especially by automobile, continues to be the major form of travel in Hamilton and other major centres. About 89% of road trips are made by car, and 11% by bus. People are being encouraged to ride the bus, and it is true that more people are walking and cycling, but the car remains the main form of travel.

Types of Roads

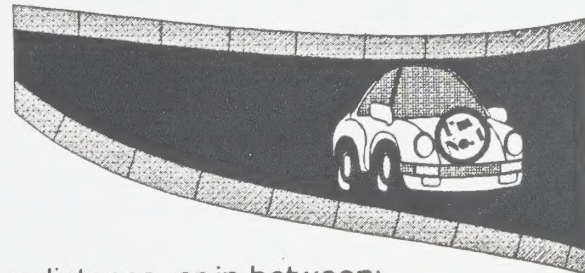
Roads in the City may be divided into types, based on:

-  the amount of traffic carried;
-  whether they carry traffic which is local, long-distance, or in between;
-  the level of government which owns and maintains them; and,
-  the total width of the roads, including boulevards and sidewalks.

Types of roads include Provincial highways, arterials (also known as regional roads), collectors and local roads.

The existing system of roads by major types, is shown on the map inside this brochure. Some discussion is taking place about whether certain roads should be classified as regional or local roads.

Who maintains the roads you use each day - the City, Region or Province?



HAMILTON'S PLAN FOR TOMORROW

Start Here



Safety

Roads in Hamilton are among the safest in Canada. According to the 1994 Hamilton-Wentworth Collision Report, Hamilton has one of the lowest accident rates in the country. Reasons for this include the one-way streets, banning of on-street parking, and separate left turn lanes at intersections.

Are Hamilton's roads safe ? How can they be made even safer ?



Through Traffic and the Downtown - Through-Fare or Bypass?

The downtown is an important origin/destination within the City and Region, for work, shopping, recreation, and other travel. Roads, transit routes and other trips are focused on the downtown, making it very accessible.

- Travel networks are intended to route through-traffic around the downtown, rather than directly through its middle. This is proposed to be done by improvements to several streets around the core.
- The question remains as to whether downtown should be a main street, or a pedestrian-friendly side-street.
- Should downtown streets be modified to give a greater share to other forms of travel? That is, should traffic lanes and roadway width be taken away from automobiles; and given to high-vehicle occupancy lanes (e.g. bus only; or carpools); bicycle lanes; or to wider sidewalks for pedestrians ?

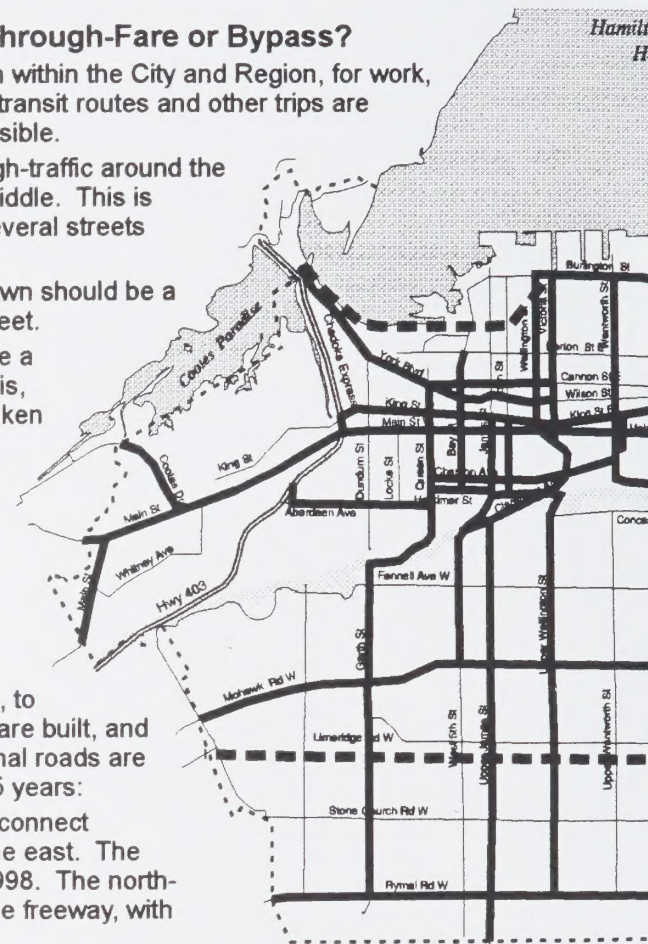
Is the amount of rush hour traffic congestion in the downtown acceptable ?

New Road Projects

The road system is upgraded from time to time, to meet the needs of the community. New roads are built, and others reconstructed. The following new regional roads are planned to be built in Hamilton over the next 25 years:

- Red Hill Creek Expressway - This road will connect Highway 403 in the west to the Q.E.W. in the east. The east-west section should be complete by 1998. The north-south section is being designed as a six lane freeway, with public input on design.
- Perimeter Road - The initial stage is to be built from Sherman Avenue to Bay or Queen Street, with extensions to the west later if needed.
- Other Road Projects - Various improvements will divert traffic away from the downtown, and give priority to transit and pedestrians in the core.

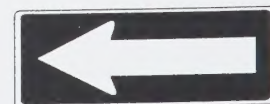
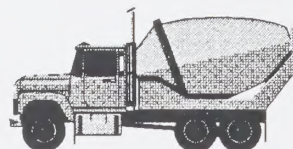
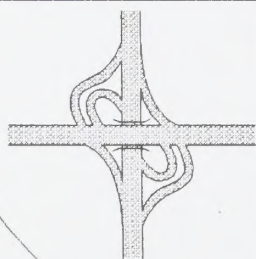
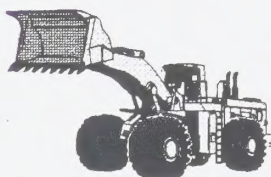
When are these roads needed ? How can construction impacts be minimized?

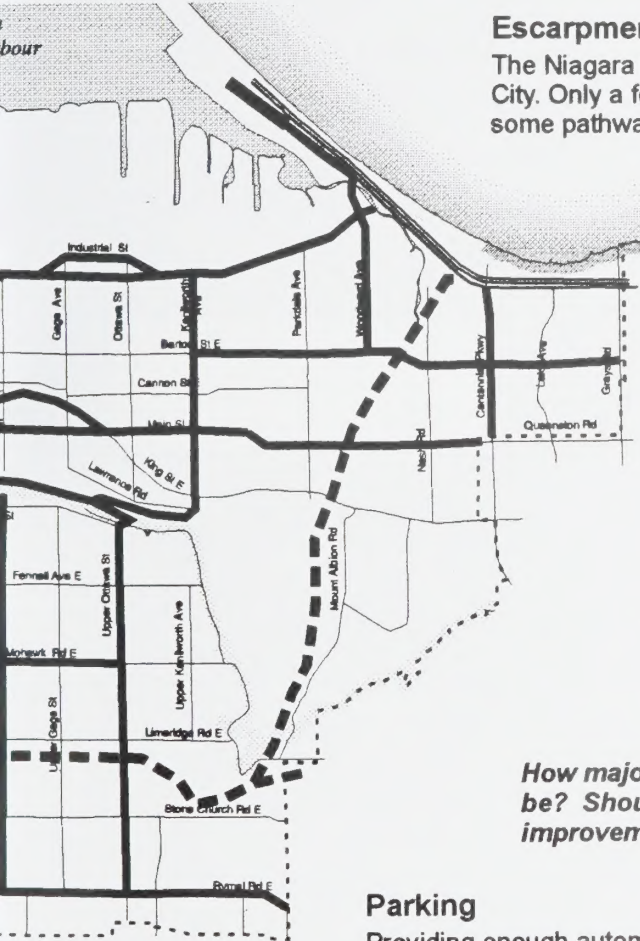
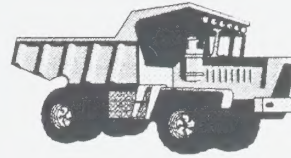


ROADS BY T

LEGEND

- Regional roads
- City roads
- - - Proposed





Escarpment Crossings

The Niagara Escarpment is a major barrier to travel in the City. Only a few roads carry vehicle traffic across it, and some pathways for pedestrians and cyclists. The Red Hill Creek Freeway is the only new road crossing proposed, with minor improvements to existing roads.

Several improvements to these existing escarpment crossings are proposed in current studies:

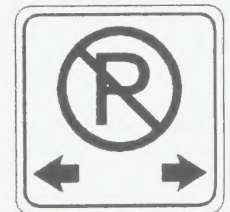
- Claremont Access, the main vehicle access, will have improvements at its south end;
- Beckett Dr., Sherman Access, and Kenilworth Access to be kept as access routes; minor geometric and operational improvements to be made to improve capacity;
- James Mountain Road to be improved; keep 2 lane cross section; 2 way transit;
- Jolley Cut to have future provision for express bus corridor and a bicycle route.

How major should improvements to these crossings be? Should mountain accesses undergo minor improvements, and keep their character?

Parking

Providing enough automobile parking for new homes, shopping centres, offices, and other uses is important. Regulations state that new development must include sufficient off-street parking for residents and visitors in most cases, with exceptions in the downtown. In older parts of the City, some houses were built without driveways - there were no cars back then!

Do you have concerns about parking where you live, work, or shop?



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One-Way Streets

Hamilton is well known for its one-way streets, most of which run through the heart of the City in matched pairs, such as Main St. and King St. These one-way streets and the coordinated timing of traffic lights help traffic flow efficiently. However, they can also make travel confusing, especially for visitors to the City, and even some residents.

Do you like the one-way street system? Would you change it at all?

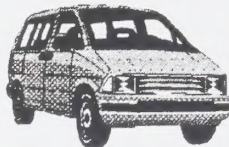
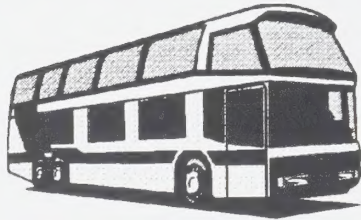


Changing Travel Habits

There are many reasons for wanting to reduce travel by single occupancy vehicles (such as cars with one person), and encouraging higher occupancy vehicles (such as carpools or buses). This would make the transportation system more efficient and economical, as well as saving fuel and reducing pollution. There are various ways of doing this, including both "carrot" and "stick" approaches. Some examples:

- Taking away free employee parking, where it exists, to encourage people to take transit or join a car pool;
- Providing free transit passes, instead of free parking, (perhaps with these parking revenues used to help improve transit service);
- Providing high occupancy lanes, for buses only or carpool vehicles; and,
- Encouraging staggered work hours, or flex time, so fewer people are travelling in the same peak hours.

If you travel by car, why do you use private auto instead of public transit ? What would make transit use more attractive to you ?



Trucking Needs and Routes

Providing a good system of routes for truck travel is vital, recognizing the importance of trucking to commerce. However, not many areas of the City are prepared to handle truck traffic:

- Keeping truck traffic out of residential areas as much as possible is desirable, to maintain safety and quiet;
- Also, it is desirable to reduce truck traffic through the downtown area, to improve the attractiveness of the core for shoppers and pedestrians;
- A truck route system exists which designates roads for use by heavy trucks in the City and beyond;
- A Regional "truck route loop" is proposed, to including major inter-regional and arterial roads which route around the City, such as the East-West section of the Red Hill Creek Expressway, the Perimeter Road, and provincial highways.

How important is it to keep trucks out of the downtown core ? Is the Perimeter Road a good way to do this ?

For further information on this brochure, please contact Vanessa Grupe at (905) 546-4160.

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CITYVIEW

CityView Hamilton's Plan for Tomorrow is your opportunity to present your ideas and thoughts on the future of Hamilton.

Your ideas will ultimately form the basis of a new Official Plan for the City of Hamilton.

Staff of Hamilton's Planning and Development Department are available to answer your questions on any facet of CityView.

Ways to Contact Us...

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